

the gentleman from California (Mr. MARTINEZ) and the gentleman from Pennsylvania (Mr. PETERSON). As we have gone through our meetings with the Department of Labor, it has been a frustrating experience, and I certainly hope we will not only overwhelmingly pass this bill today, but be able to move it through the Senate and get it signed into law.

I have a slightly different perspective than many here because my family once was Amish. My great-great-grandfather, great grandfather was one of the first Amish settlers in Northeastern Indiana. My family left the Amish faith around the turn of the century, but I still have many friends and many family members who are in the Amish faith around the small town that I grew up in and where our family business is located.

They are not a people who are looking for trouble. They are looking for a place where they can be left alone, and they will go to the jungles of Brazil, if that is necessary.

The question is, in the United States of America anymore, are we going to allow people to practice their religious freedom and to practice their faith the way they choose? We are not asking that we put safety at risk. The bill explicitly says that the individual cannot operate or assist in the operation of power-driven woodworking machines.

As far as opening up a loophole that might broaden so that others might try to get this exemption, as long as they are willing to give up their TVs, their radios, their telephones, ride around in Amish buggies, perhaps they can change and get into this loophole.

But this is a very narrow category for a group of people who have already been cleared by this government several decades ago to have a different form of school, where they can leave at junior high level and go into apprenticeships. They cannot make enough money in many areas anymore to do this with just farming. Most have gone into some form of woodworking, whether it is carpentry, pallets, home building, cabinets or whatever.

If we in fact shut them down and shut their young people's opportunities down, they will be forced to move and to go somewhere else. That is the fundamental question here: Can we accommodate just slightly with the safety, and, by the way, what a joke. We are seeing kids dying in automobile wrecks, dying of drug abuse, and we are worried whether one, even with this blockage, might somehow have an accident while they are working? The amount of deaths and accidents in the Amish community compared to that in the English community, as they call the others around them, is minuscule.

That is not what this is about. It is not about safety. It is a question of whether the humble powerless people like the Amish can be free to practice their worship yet here in America, or whether we are going to be so uniform and so inflexible in this government that we will drive them out.

Mr. MARTINEZ. Mr. Speaker, last spring the Committee on Education and the Workforce heard testimony from members of the Amish community who expressed concern over their inability to comply with certain aspects of the Fair Labor Standards Act. Since that time, I have been working with the gentleman from Pennsylvania, the author of this bill, to reach some sort of arrangement under which the Amish could take their children with them to work while at the same time provide them with the safest environment possible. I believe that H.R. 4257 creates such an arrangement.

H.R. 4257 is necessary because, although the Amish are trying very hard to adapt in this increasing high-tech world while at the same time maintain a part of their tradition, this is becoming increasingly difficult given the fact that historically Amish farmland is disappearing rapidly.

Take, for example, Lancaster County, Pennsylvania, which is home to nearly one-fifth of the nation's Amish population and is the fastest growing county in Pennsylvania. Land prices and property taxes, which can run as high as \$8,000 to \$10,000 an acre, have forced many Amish to abandon farming and caused Lancaster County to lose more than 100,000 acres of farmland to development, which is significant when you consider that the average Amish farm is only 100 acres. As a result, townhouses and swimming pools now stand on the fertile land that the Amish have tended for over three centuries. In fact, last year, the world monument fund named Lancaster County one of the world's 100 most endangered historic sites, putting it in the company of the Taj Mahal and the ruins of Pompeii.

However, the Amish are doing their best to adapt in the face of their rapidly changing environment. For instance, whereas 95 percent of Amish men previously made their living on the farm, now as many as 50 percent work in non-farm occupations, primarily in the lumber and woodworking industries, as saw mills are prevalent in Amish country and recent tourist interest in the Amish way of life has created a demand for Amish-made goods, particularly furniture and crafts. However, while these jobs suit the traditionally hardworking and industrious Amish men, they do come with complications.

Amish children finish their formal education after the 8th grade, at approximately age 14. At this time, Amish boys go to work with their families, which used to be on the farm. However, Amish men have found that when they take their sons with them to work in the saw mills and woodshops, they risk the possibility of being fined by the Department of Labor for violating child labor laws, which prevent minors from performing hazardous duties.

Obviously, none of us want to put young people in harm's way. But this situation is causing a dilemma in the Amish community and has forced hundreds of young men between the ages of 14 and 18 to be forced to remain home idle for lack of a job—a grave sin according to Amish doctrine and a potential social problem for the rest of America—a fact evidenced by several recent news reports regarding the Amish becoming involved in drugs.

As I mentioned, Mr. Pitts and I have been working together for several months to find a satisfactory solution to this complicated problem. The result of our efforts is H.R. 4257.

H.R. 4257 not only requires that the Amish children be protected from dangerous machinery, flying objects, excessive noise, and saw dust, it requires that the Amish children be supervised by an adult relative or member of the sect.

Who better to ensure the safety of a young person than a father, uncle, brother, or close family friend, who cares about that young person? If your son, nephew, or brother were dangerously close to hazardous machinery, would you stand idly by? I know I would not, and I am confident that the Amish, who are so focused on family that they prohibit phones from the home for fear they will interfere with family time, would not either.

We are a nation of immigrants, with different backgrounds and beliefs, founded on the premise that its citizens should be free to acknowledge their backgrounds and practice their beliefs. As responsible lawmakers it is our duty to develop policy that allows individuals to do this. As such, I urge my colleagues to support H.R. 4257.

Mr. CLAY. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

Mr. GOODLING. Mr. Speaker, I yield back the balance of my time.

The SPEAKER pro tempore. The question is on the motion offered by the gentleman from Pennsylvania (Mr. GOODLING) that the House suspend the rules and pass the bill, H.R. 4257, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

A motion to reconsider was laid on the table.

#### DRIVE FOR TEEN EMPLOYMENT ACT

Mr. FAWELL. Mr. Speaker, I move to suspend the rules and pass the bill (H.R. 2327) to provide for a change in the exemption from the child labor provisions of the Fair Labor Standards Act of 1938 for minors between 16 and 18 years of age who engage in the operation of automobiles and trucks, as amended.

The Clerk read as follows:

H.R. 2327

#### SECTION 1. SHORT TITLE.

This Act may be cited as the "Drive for Teen Employment Act".

#### SEC. 2. AUTHORITY FOR MINORS TO OPERATE MOTOR VEHICLES.

(a) AMENDMENT.—Section 13(c) of the Fair Labor Standards Act of 1938 (29 U.S.C. 213(c)) is amended by adding at the end the following:

(6) In the administration and enforcement of the child labor provisions of this Act, employees who are under 17 years of age may not drive automobiles or trucks on public roadways. Employees who are 17 years of age may drive automobiles or trucks on public roadways only if—

"(A) such driving is restricted to daylight hours;

"(B) the employee holds a State license valid for the type of driving involved in the job performed and has no records of any moving violation at the time of hire;

"(C) the employee has successfully completed a State approved driver education course;

"(D) the automobile or truck is equipped with a seat belt for the driver and any passengers and the employee's employer has instructed the employee that the seat belts must be used when driving the automobile or truck;

"(E) the automobile or truck does not exceed 6,000 pounds of gross vehicle weight;

"(F) such driving does not involve—

"(i) the towing of vehicles;

"(ii) route deliveries or route sales;

"(iii) the transportation for hire of property, goods, or passengers;

"(iv) urgent, time-sensitive deliveries;

"(v) more than 2 trips away from the primary place of employment in any single day for the purpose of delivering goods of the employee's employer to a customer (other than urgent, time-sensitive deliveries);

"(vi) more than 2 trips away from the primary place of employment in any single day for the purpose of transporting passengers (other than employees of the employer);

"(vii) transporting more than 3 passengers (including employees of the employer); or

"(viii) driving beyond a 30 mile radius from the employee's place of employment; and

"(G) such driving is only occasional and incidental to the employee's employment.

For purposes of subparagraph (G), the term "occasional and incidental" is no more than one-third of an employee's worktime in any workday and no more than 20 percent of an employee's worktime in any workweek."

(b) EFFECTIVE DATE.—The amendment made by subsection (a) defining the term "occasional and incidental" shall apply to all pending cases, actions, or citations in which a final judgment has not been entered, except that it shall not apply to any case, action, or citation involving property damage or personal injury.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from Illinois (Mr. FAWELL) and the gentleman from Tennessee (Mr. FORD) each will control 20 minutes.

The Chair recognizes the gentleman from Illinois (Mr. FAWELL).

Mr. FAWELL. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise in support of H.R. 2327, the Drive for Teen Employment Act. This is a bipartisan bill introduced by the gentleman from Texas (Mr. COMBEST) and the gentleman from Texas (Mr. GREEN) and my colleague on the Committee on Education and Workforce, the gentleman from California (Mr. MARTINEZ).

Mr. Speaker, the purpose of the bill is to modify the Department of Labor's overly restrictive interpretation of its own regulation which essentially prohibits 16 and 17 year old employees from driving on public roads while they are employed. This current interpretation, which is not required by the regulation itself, was announced in the context of enforcement actions against certain employers who had no advance notice of the department's narrow interpretation of the child labor laws.

While the Department of Labor's regulations allow "occasional and incidental" driving by 16 and 17 year olds, the department has in recent years claimed that this regulation prohibits those under 18 from any driving during employment except perhaps in "rare and emergency" situations.

Not only is the department's current interpretation not consistent with the

regulation itself, but it has had the effect of denying important job opportunities for teenagers without any demonstrated increase in safety. As a result, innocent small business owners have been fined by the Department of Labor on the basis of an interpretation of a regulation of which they did not even have notice.

As introduced and passed by the Committee on Education and Workforce, H.R. 2327 put into law a new test with regard to the amount of time that teenage employees could drive to allow them to drive up to one-third of the workday, one-fifth of the workweek, and 50 miles from the place of employment.

The bill also retained all of the other conditions on teenage drivers that are part of the current regulation: The vehicle must weigh less than 6,000 pounds, the driving is restricted to daylight hours, the minor holds a state driver's license, the vehicle is equipped with a seat belt or similar restraining device for the driver and for each helper, and the employer has instructed each minor that seat belts must be used. That the driving does not involve the towing of other vehicles is also a requirement, and the driving must be "occasional and incidental" through the minor's employment.

Subsequent to the committee's markup of the bill, the sponsors of the bill had lengthy negotiations with the Department of Labor and other interested members of the committee. These talks have resulted in the development of the bipartisan substitute amendment which we are considering today.

Under the substitute, only 17 year olds are permitted to drive during employment. In addition, there is a limitation on the number of trips per day that a 17 year old may drive for the purpose of delivering packages or transporting other persons.

This substitute amendment would not decrease safety on the road or endanger young people. It simply provides a reasonable and practical solution to an overly restrictive and unfairly enforced interpretation by the Department of Labor, which has denied job opportunities to young people without increasing safety.

These new restrictions will make driving on the job by teens safer, and employers will still have every incentive to ensure that their teenage employees drive safely.

I would like to commend my colleagues, the gentleman from Texas (Mr. COMBEST), the gentleman from Texas (Mr. GREEN) and the gentleman from California (Mr. MARTINEZ) for their persistence and hard work and a lot of negotiating to bring this substitute amendment to the floor, and I would urge my colleagues to support it.

Mr. Speaker, I reserve the balance of my time.

Mr. FORD. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I rise today in support of H.R. 2327, the Drive for Teen Em-

ployment Act, as amended. I want to begin by thanking the gentleman from Texas (Mr. COMBEST), the gentleman from California (Mr. MARTINEZ) and the gentleman from Texas (Mr. GREEN), as well as my friend the gentleman from Illinois (Mr. FAWELL), for all of their hard work and persistence in drafting this substitute amendment and for addressing many of the legitimate concerns raised by the Department of Labor, child labor advocacy groups, and many Democrats on the Committee on Education and Workforce. Because of their efforts, we are able to have a bipartisan bill before us today.

As the gentleman from Illinois (Mr. FAWELL) so eloquently stated, under current law teenagers age 16 and 17 are significantly restricted in driving as part of their job responsibilities. In particular, teens may not spend more than 20 percent of their workday driving, and may not spend more than 5 percent of their workweek driving.

The substitute amendment that the gentleman from Illinois (Mr. FAWELL) is offering today would prohibit 16 year olds from driving and would permit 17 year olds with certain existing and new restrictions to drive as part of their job responsibilities for up to one-third of the workday and up to one-fifth of the workweek.

In short, H.R. 2327 will allow thousands of teenagers, including those participating in the school-to-work programs, the ability to pursue a broader range of work opportunities, even including those involving driving.

Although this legislation is a step forward, I and many of my colleagues had some concerns. Specifically, a high accident rate amongst teenagers, the fact that teens are young and inexperienced drivers, and our responsibility to protect teenagers from the dangers and perils in the workplace as we do other workers.

According to the Insurance Institute for Highway Safety, the death rate for 16 year olds has been on an upward trend, increasing from 19 per every 100,000 deaths in 1975, to 35 per 100,000 in 1996. Conversely, the death rate among older teens has declined slightly.

In an effort total address these real concerns, H.R. 2327 provides greater protection than even current regulations in circumstances that are most likely to result in injury or even death to the minor and to others. Before a 17 year old may be employed to drive, the minor must have a valid license, must have completed an approved driver education course and must have a clean driving record at the time of hire.

The vehicle the minor is driving must be limited in size and must be equipped with seat belts for all passengers. The minor must be instructed by the employer regarding the required use of seat belts.

Driving is restricted to a 30 mile radius from a teenager's place of employment. Minors are prohibited from driving that involves the towing of vehicles, route sales or deliveries, transportation for hire of property, goods or passengers or urgent time sensitive deliveries.

Finally, this legislation will ensure that driving only occurs occasionally by placing a limit of two trips per day on the number of times a minor may drive to deliver goods to a customer or transport non-employee passengers.

The legislation would leave intact current requirements that encourage safe driving by teens and require them to be in compliance with all state laws governing driving. Although the intent and effect of this legislation is to increase the time a 17 year old is allowed to drive while working, it does so in a manner that is fully cognizant of the health and safety risks that come with driving.

I do not wish to mislead my colleagues, however. As in any situation where one seeks to reconcile conflicting interests, the reconciliation will not please everyone. Some of my colleagues may continue to have concerns about this legislation and some child labor advocacy groups may still oppose H.R. 2327. However, like the gentleman from Illinois (Mr. FAWELL), I strongly believe that this legislation strikes a sensible balance, for it allows 17 year olds the ability and opportunity for more work opportunities and the ability to be more efficient and productive employees. It also improves upon existing safety and health protections for minors and the for public.

Mr. Speaker, I urge the adoption of H.R. 2327.

Mr. Speaker, I yield such time as he may consume to the gentleman from New Jersey (Mr. ANDREWS).

(Mr. ANDREWS asked and was given permission to revise and extend his remarks.)

Mr. ANDREWS. Mr. Speaker, I thank my friend from Tennessee for yielding me time.

Mr. Speaker, I rise in support of this legislation, and I thank the gentleman from Texas (Mr. COMBEST), the gentleman from Texas (Mr. GREEN) and the gentleman from California (Mr. MARTINEZ) of the committee for their outstanding work, and thank the chairman of the subcommittee, the gentleman from Illinois (Mr. FAWELL), for bringing this to the floor.

Mr. Speaker, I am absolutely not in favor of any watering down or weakening of the child labor laws and protections of this country. Decades ago people fought very hard to achieve those laws, and I do not want to see them weakened in any way.

I believe that this is not a weakening of child labor laws, with all due respect to those who raise objections. I think there are three important safeguards in this bill that continue to protect child labor.

Safeguard Number 1 is the requirement that the minor who is involved

have a valid state driver's license in effect at the time he or she is working. That is very important, because a state is not going to give a young person a driver's license who is not worthy or permit that driver's license to stay in effect if the driver is unsafe.

The second important check are the many limitations in this bill that both the gentleman from Tennessee (Mr. FORD) and the gentleman from Illinois (Mr. FAWELL) describe, limitations on the number of hours the young person may drive, limitations on the miles the young person may drive, limitations on the weight of the vehicle, no authority for towing another vehicle and proper instruction on proper safety uses of the vehicle.

The final check I think is one that comes from common sense. We certainly know that there are some reckless teenage drivers. There are some reckless drivers of every age. I think the best check against reckless teenage drivers are the auto dealers who are responsible for the vehicles. The last thing in the world that a responsible auto dealer wants to do is to have an employee of that dealership take the vehicle out on the road and drive it recklessly, because they are either going to be liable to the owner of the car, if it is being repaired, or the factory, if the car has not yet been sold.

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Common sense tells us that the employers are not likely to entrust the operation of these cars to highly irresponsible drivers.

Finally, let me say that I think that this is a bill that is really a youth employment bill. There are many young people, male and female, who have gotten their start working part-time at an auto dealership. Frankly, if the young person is not permitted to drive on occasion, his or her value to the auto dealer as an employer is rather diminished.

We are challenged in this country and in this Congress with coming up with ways that private sector employers can reach out and employ young people who are trying to help support their families or earn money for their education. I can think of no better way than the elimination of arbitrary and capricious rules. I believe that this legislation, supported by both Democrats and Republicans, is an example of legislation that removes such arbitrary and capricious rules. I am pleased to support it. I thank my friend, the gentleman from Tennessee (Mr. FORD), for his leadership in this effort.

Mr. FORD. Mr. Speaker, I thank the gentleman from New Jersey. We are blessed to have two erudite Members on this side, Mr. Speaker; first, the gentleman from New Jersey (Mr. ANDREWS), and secondly, the gentleman from Oregon (Mr. BLUMENAUER).

Mr. Speaker, I yield such time as he may consume to the gentleman from Oregon (Mr. BLUMENAUER).

Mr. BLUMENAUER. Mr. Speaker, I thank the gentleman for yielding, and

for the vocabulary lesson. I do not know whether to have that taken down or not, but I am going back and check.

I have been following this legislation carefully, and I marvel at the hard work of the committee for bringing it forward. In 1994, the Department of Labor did, in fact, adopt a new interpretation of the Federal Child Labor regulations that effectively eliminated occasional and incidental driving by teenage employees of auto dealers.

In my community in the Pacific Northwest, this interpretation that was adopted without notice or rule-making led to the imposition of over \$200,000 in fines against more than 60 auto dealers in the Pacific Northwest, people who in my experience are pretty straight-ahead folks, good public citizens and easy to work with.

The process by which the new rule was adopted I think was bad; the fines were worse. I am pleased that we are taking steps here to eliminate the most severe consequence, which was the decision on the part of many auto dealers to no longer hire teenagers for after-school and summer service for porters and lot attendants. These were jobs that gave young people the opportunity to earn money and gain career-building experience.

I personally benefited in my formative years with employment opportunities that were auto-related, and frankly, I do identify with the comments of my friend from New Jersey that in fact probably these young people were as safe and perhaps safer, because one is not going to entrust valuable property to people one thinks are irresponsible. Bear in mind these are some of the same young drivers that some would have us protect, who are out driving large machines without supervision, without the experience at times that they would have in the employment situation.

Mr. Speaker, I am pleased that we are taking steps to remedy this. I am sorry that it took so long. I do think that the job limits that have been adopted, the protections, the restrictions, are more than adequate. Some may argue that it goes a little further than necessary, particularly at a time when there are some in this body who are calling for the imposition of adult criminal sanctions against teenagers.

I think what the committee has done, coming forward to provide employment opportunities, is sensible. It will remove the concerns that auto dealers and many business owners have for hiring teenagers for jobs that require limited driving, and it does give the Department of Labor clear and fair guidelines to enforce.

Mr. Speaker, I appreciate the work that has been done.

Mr. GREEN. Mr. Speaker, I rise in strong support of H.R. 2327, the Drive for Teen Employment Act. I have been working on this bill for three years and believe we have reached the right balance between safety and common-sense. I would like to express my appreciation to my colleague from Texas, Mr. COMBEST, as well as the Democratic Members of

the Education and Workforce Committee, for the opportunity to address my safety concerns. This bill will help increase employment opportunities for 17-year-olds, and I urge my colleagues to support it.

H.R. 2327 addresses the ability of licensed 17-year-olds to drive limited amounts on the job. Under current law, minors are permitted to drive on the job within certain limits. However, the Department of Labor has narrowly defined these restrictions to the point that minors would be prohibited from driving on the job under most circumstances. Fines have been levied against automobile dealerships and other businesses for having teens complete such tasks as moving cars after they are washed or returning vehicles from the gasoline station.

The Drive for Teen Employment Act merely established a clear definition for limited driving, while maintaining injury-prevention measures on the job. This bill will allow limited driving by a 17-year-old in low risk and supervised settings and provides numerous safeguards, including: work-related driving is restricted to daylight hours; towing is prohibited; the driver must hold a state driver's license and must have completed a state approved driver education course; the driving is capped at 20 percent of the work week; minors must not have any record of moving violations at the time of hire; driving distance is limited to a 30-mile radius; route deliveries and route sales are prohibited; and urgent, time-sensitive deliveries are prohibited.

By establishing safety precautions and clear guidelines for employers, we can encourage much-needed employment for teenagers, while maintaining safety measures on the job. I encourage my colleagues to support this bill.

Mr. COMBEST. Mr. Speaker, I have had a long interest in reforming regulations that do not pass what I call "The Stupid Test." I believe the teen driver regulation is a poster child for failing "The Stupid Test."

In 1993, the Department of Labor made a major regulatory change in the working definition of what incidental and occasional meant for licensed 16 and 17 year olds driving in the workplace. The change limits those under age 18 from driving more than one incident a week. The Department did this with no formal rule making and without informing any small businesses. Businesses first learned of the change when they received fines for non-compliance.

One such incident involved a 17 year-old student working in a high school sponsored co-op program at a local bank in Milan, Illinois. This young lady was in the bookkeeping department and would occasionally make trips to a branch bank four miles away. The bank was fined \$500 because of her occasional driving. Does it make any sense that these teens can drive an unlimited amount when they are not working, but while under supervised protection at work, they are completely prohibited from driving?

In Washington State alone, it is estimated that this regulation resulted in the loss of at least 1,000 job opportunities for teens. The irony is that while the Department of Labor is spending upwards of \$900 million annually on summer jobs programs, their own regulations is restricting the hiring of teens.

My co-authoris GENE GREEN and MARTY MARTINEZ have helped negotiate a good bill that, while not going as far as the bill reported

out of the House Education and Workforce Committee, it at least establishes some reasonable definition for what driving activities 17 year olds can perform. We reluctantly agreed to preclude 16 year olds from the bill after opposition from the Department of Labor.

Under the bill driving is allowed as long as it does not exceed one-third of an employee's worktime in any workday and no more than 20 percent of an employees worktime in any work week. The bill limits the daily delivery of goods to two trips, although under the bill an employers vehicle is not considered a good.

This legislation has been endorsed by the National Small Business United, National Automobile Dealers Association, National Community Pharmacists Association and the National Association of Minority Automobile Dealers.

We simply seek to bring a clearer, more reasonable standard for workers and business and hope you will support passage of H.R. 2327.

Mr. MARTINEZ. Mr. Speaker, I rise today in support of H.R. 2327, the Drive for Teen Employment Act.

Under current law, minors are permitted to drive on the job under occasional and incidental circumstances, and until 1994, automobile dealerships across the country regularly employed minors to wash and detail cars, move cars on the lots, and occasionally drive an automobile to a nearby lot or gas station. These jobs provided employment for thousands of young people.

However, in 1994, the Department of Labor, without any rulemaking, decided to define occasional and incidental so narrowly as to prohibit minors from driving on the job under almost all circumstances. The Department then fined 60 Seattle area auto dealers nearly \$200,000 for alleged child labor law violations and caused nearly 1,000 16 and 17 year olds to become unemployed.

To address this problem, my colleague from Texas, Mr. COMBEST, introduced H.R. 2327. H.R. 2327, as passed by the Committee on Education and the Workforce, included provisions to permit 16 and 17 year olds to drive during daylight hours for no more than one-third of the day and no more than 20 percent of the work week. It also prohibited minors from towing or driving outside of a 50 mile radius from the job site.

Since the bill was reported by the Committee, several of my colleagues and I have worked with Mr. COMBEST to further restrict the provisions of the bill and make it even better. The bill before you today pertains only to 17 year olds, requires that the minor have a clean driving record, and limits driving to a 30-mile radius.

This bill merely removes the concerns small business owners have about hiring teenagers for jobs that require limited driving and establishes clear guidelines to assist the Department in enforcing a regulation under its jurisdiction.

At a time when, according to Secretary of Labor Alexis Herman, "despite the strong economy, young people living in high-poverty areas don't have jobs," H.R. 2327 makes good sense.

I urge my colleagues to support it.

Mr. FORD. Mr. Speaker, I yield back the balance of my time.

Mr. FAWELL. Mr. Speaker, I have no further requests for time, and I yield back the balance of my time.

The SPEAKER pro tempore (Mr. SHIMKUS). The question is on the motion offered by the gentleman from Illinois (Mr. FAWELL) that the House suspend the rules and pass the bill, H.R. 2327, as amended.

The question was taken; and (two-thirds having voted in favor thereof) the rules were suspended and the bill, as amended, was passed.

The title was amended so as to read: "A bill to provide for a change in the exemption from the child labor provisions of the Fair Labor Standards Act of 1938 for minors who are 17 years of age and who engage in the operation of automobiles and trucks."

A motion to reconsider was laid on the table.

#### GENERAL LEAVE

Mr. FAWELL. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on H.R. 2327 and on H.R. 4257.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Illinois?

There was no objection.

#### CONFERENCE REPORT ON H.R. 4103, DEPARTMENT OF DEFENSE APPROPRIATIONS ACT, 1999

Mr. YOUNG of Florida. Mr. Speaker, pursuant to the order of the House of Friday, September 25, 1998, I call up the conference report on the bill (H.R. 4103), making appropriations for the Department of Defense for the fiscal year ending September 30, 1999, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER pro tempore. Pursuant to the order of the House of Friday, September 25, 1998, the conference report is considered as having been read.

(For conference report and statement, see proceedings of the House of September 25, 1998 at page H8657.)

The SPEAKER pro tempore. The gentleman from Florida (Mr. YOUNG) and the gentleman from Pennsylvania (Mr. MURTHA) each will control 30 minutes.

The Chair recognizes the gentleman from Florida (Mr. YOUNG).

#### GENERAL LEAVE

Mr. YOUNG of Florida. Mr. Speaker, I ask unanimous consent that all Members may have 5 legislative days within which to revise and extend their remarks on the conference report to accompany H.R. 4103, and that I may include tabular and extraneous material.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Florida?

There was no objection.

Mr. YOUNG of Florida. Mr. Speaker, I yield myself such time as I may consume.

Mr. Speaker, I call up the conference report on the Defense Appropriations bill, which is a very good conference report, and it is a good defense appropriations bill as far as it goes. The